

# eTIR Concept Document

## **Purpose of the document**

This document is intended to explain to a business audience the purpose of eTIR and its practical implementation in the framework of a Pilot project between Iran and Turkey.

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## **I. eTIR and its Purpose**

The IRU eTIR Pilot Project is aimed at bringing the TIR procedure to a computerized environment, further enhancing the security and efficiency of the TIR system. The purpose of eTIR is to bring together the advantages offered by:

- the IT tools and systems already in place
- the computerized processes (or those in the transition of becoming computerized) in the field of logistics, transportation (all modes), eCustoms and other relevant domains

in order to render the TIR procedure simpler, interconnected and adapted to the trends of modern customs procedures and logistics.

## **II. eTIR benefits**

### ***Customs***

- By reducing paper work, the customs control is easier and less time consuming. It can be easily integrated into a universal system making procedures more streamlined.
- Both IRU and UNECE systems offer secure web services to customs administrations to verify the validity of a given e-guarantee and to receive all data related to transport covered by an e-guarantee.
- Customs officers can instantly access TIR data provided by all previous customs offices including the declaration accepted by the customs of origin and seal number. eTIR also ensures that the process is completely secure, decreasing the risk of fraud.

### ***Transport operators and TIR Carnet Holders***

- Avoid spending time travelling to acquire paper TIR carnets. Instead, these are obtained online, upon request. There is thus no need to keep a stock of empty TIR carnets.
- There is an online payment facility which saves money and is better for the environment as it means that there is no need to travel to the association's premises.
- eTIR carnets are automatically filled in before being printed by the transport operators, which is quicker and less prone to risk of error.
- An eTIR carnet can always be re-printed in case of loss and the holder has access to the complete set of customs confirmation messages at any time. This helps with inquiries and for real-time monitoring of TIR journeys.

### ***TIR Associations***

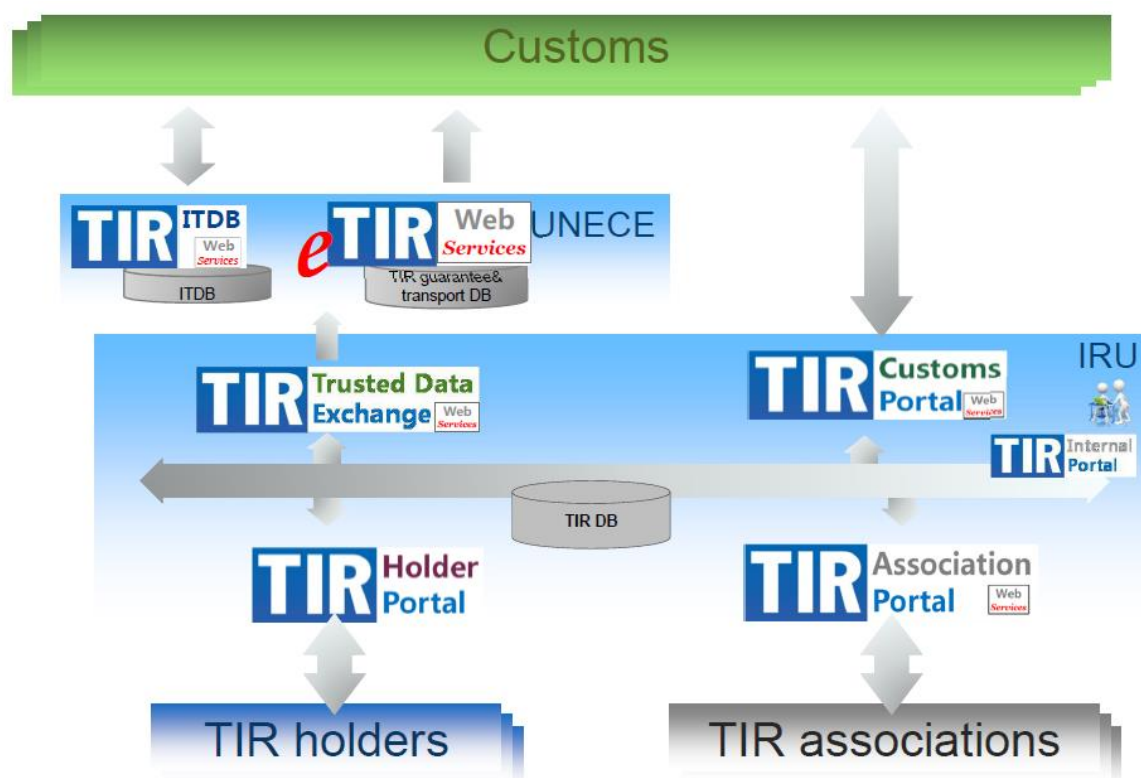
- The online system issues eTIR guarantees, which are secure and easy to process.
- There is no need for physical stock – saving space and money – and associations can monitor TIR transports online.
- Anomalies will show up immediately and help can be deployed rapidly to holders.
- As payments are made online by holders, accounting procedures are simpler with no need to return the paper carnets to IRU.
- A complete set of confirmation messages from customs is available, which enables efficient risk management, and easier resolution of inquiries from customs.

## Annex 1: Technical information

### *eTIR architecture – tools in use to enable computerized data exchange*

- Associations currently use the Association Portal (AskTIRWeb. In the future, they could interconnect their system to eTIR) to manage information on the authorized TIR holders and manage eGuarantees.
- Holders use the Holder Portal to order and manage eGuarantees.
- Customs use their own IT systems. TIR data is exchanged amongst actors with messages through web services. Customs currently exchange data with IRU through RTS (Real Time SafeTIR) and TIR-EPD (TIR Electronic Pre-declaration system). In the future, there could be different or additional means of data exchange.
- All TIR information is sent by the actors through the central database, which then forwards it to the relevant actors.
- The guarantee information and Customs messages are forwarded to UNECE's database, which can be accessed by Customs for control or audit purposes.

### *Diagram of the eTIR Pilot system architecture*

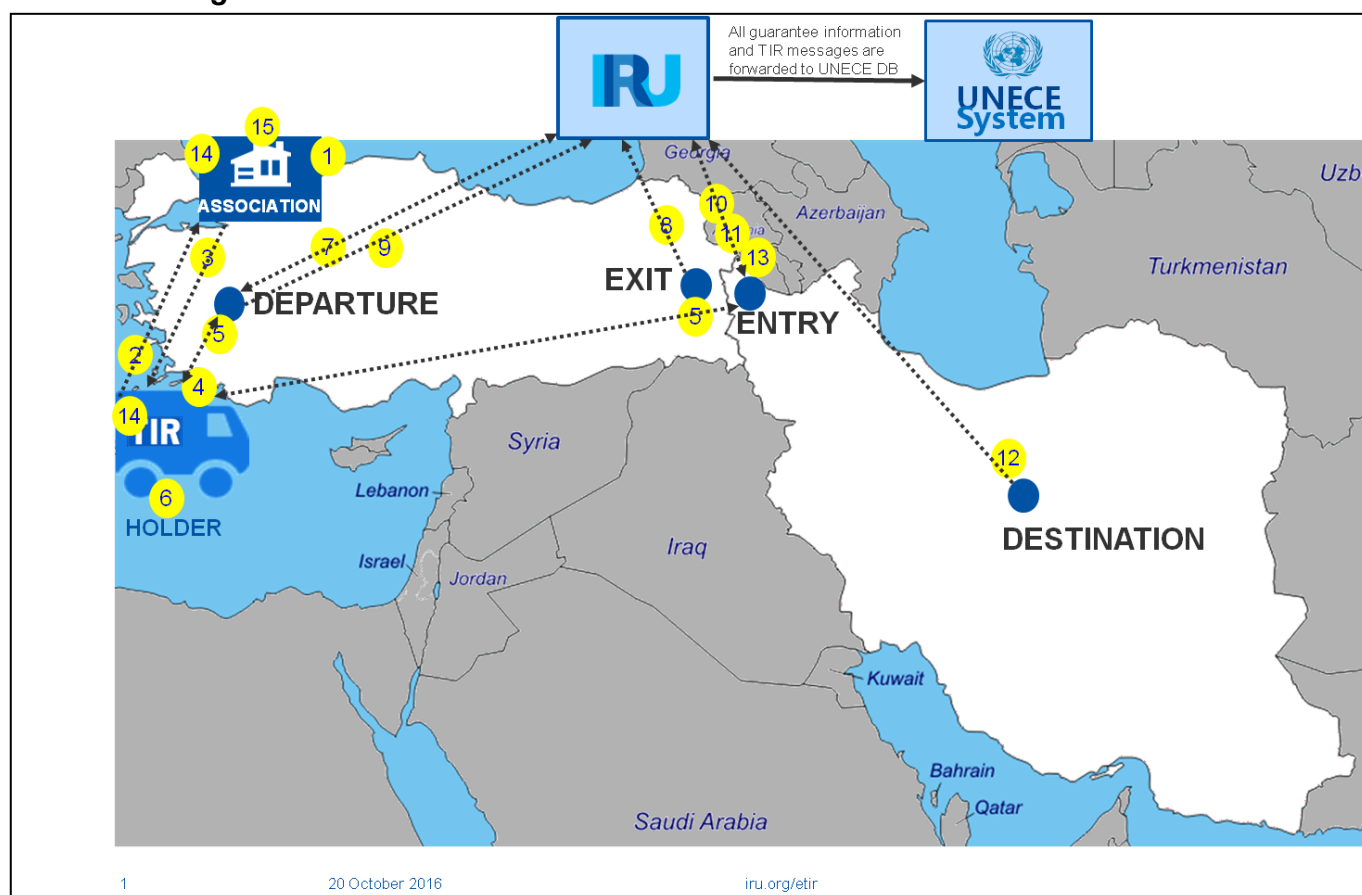


### *Implementation of eTIR*

The implementation of the eTIR Pilot is straightforward: the TIR IT tools and systems listed above need to be available for use by actors. IRU provides access to the Association and Holder Portals, along with the list and description of the messages to be exchanged with Customs, and assists with the actual implementation. All official (safety and security) information required by Customs is included in the pre-declaration message sent by Holders through TIR-EPD.

## Annex 2: Description of a typical simple eTIR transport operation as per the Pilot Project

### Process Diagram



### Process Description

1. The Association creates Holders accounts in the Association Portal (AskTIRWeb).
2. Holders order eGuarantees through the Holder Portal within the available quota limits controlled by the Association. Through AskTIRWeb.
3. The Association receives the order, checks the Holder's status and accepts the order through the Association Portal (AskTIRWeb). Acceptance of the order by the Association triggers the issuance of eGuarantee unique numbers that are communicated to both the Association Portal (AskTIRWeb) and the Holder portal.
4. The Holder enters pre-declaration data through its Holder Portal and sends a pre-declaration to Customs. Please note that TIR-EPD will very soon offer the possibility for remote commercial partners to provide the Holder with the TIR information necessary for him to submit the TIR-EPD notification to Customs.
5. Customs send back a unique Movement Reference Number. Customs may check the status of the eGuarantee at any time through Real Time SafeTIR (RTS).
6. The Holder can print the eTIR carnet form himself to give to the driver, who may start the TIR transport. If the driver is somewhere else, including at the premises of the commercial partner who provided the pre-declaration data, the completed eTIR carnet form can be printed at any other place at distance.

7. The driver goes to the Customs Office of departure, where the eGuarantee status is checked against Central DB. The eTIR carnet and the goods and transport documents are checked, seals are affixed, the eTIR carnet form is completed and stamped and the Release for transit message is sent. The driver then goes to the Customs Office of Exit.
8. The Customs Office of Exit checks the seals, stamps the eTIR carnet form and sends the Exit message.
9. The message of discharge is then sent by Customs.
10. The driver proceeds to the Customs Office of entry for the next country. This Customs Office retrieves the eGuarantee status and historical information of the transport through Real Time SafeTIR (RTS). The information retrieved contains the Declaration data accepted by the previous Customs Office of Departure, including the reference of the seals affixed and the Exit message of the previous country.
11. The Customs Office of Entry checks the eTIR carnet transport documents and seals, completes and stamps the eTIR carnet form, and sends the Release for transit message. The driver goes to the Customs Office of Destination.
12. The Customs Office of Destination checks the seals and transport documents, unloads the goods, stamps the eTIR carnet form and sends the Termination message.
13. A message of discharge is then sent by Customs.
14. All the messages exchanged are available in the Association Portal (AskTIRWeb) and the Holder Portal to enable the proper monitoring of the transport.
15. The eTIR carnet form is returned to the issuing Association and scanned in order to be made available for the guarantee chain in case of any further notification raised by Customs.

In the Pilot Project, the use of an eTIR carnet form (printout) was requested by Customs authorities in order to obtain the manual signature of the Holder, as per the procedure described in the TIR Convention. Discussions have now begun within UNECE in order to include electronic messaging in the TIR Convention.

## **Annex 3: Results of the first eTIR pilot project conducted between Iran and Turkey and interested countries as of March 2017**

### ***Results of the pilots between Iran and Turkey***

**Step 1** of the eTIR pilot project was conducted between Turkey and Iran and showed successful results and willingness of the stakeholders to further participate in the project. The following framework was in use at stage 1 of the eTIR pilot project:

- 2 Customs Administrations (Iran and Turkey) involved;
- 4 Customs Offices (2 in Turkey and 2 in Iran) operational for eTIR;
- 2 Associations: ICCIMA (Iran), TOBB (Turkey) actively participated and supported the eTIR pilot;
- 2 transport companies: 1 from Iran and 1 from Turkey performed eTIR transports;
- One loading place and one unloading place were allowed.

As a result of step 1 of the eTIR pilot project between Turkey and Iran:

- 31 real transport operations were completed using the eTIR Pilot procedure (see details in annex 2);
- All TIR data was exchanged electronically;
- Hauliers used paper eTIR carnets printed at their premises;
- All stakeholders confirmed they were satisfied.

Further to successful completion of Step 1, **Step 2** of the eTIR pilot project between Turkey and Iran took place between August 2016 and February 2017. In the framework of step 2, the following additional developments are in use:

- Greater number of Customs offices (19) are open for participation: 8 in Iran and 11 in Turkey;
- 6 transport companies are taking part (3 from Iran and 3 from Turkey);
- Multiple loading and unloading places are allowed (up to 4).
- Declaration can be amended.
- Additional functional features such as distance payment for the eGuarantees, are currently being developed.

As a result of Step 2 of the eTIR pilot project 84 eTIR guarantees were issued with 61 transports with “discharged” status (all messages were transmitted), 4 transports reached destination (some messages missing), 2 eTIR guarantees still in circulation, 1 eTIR guarantee in holder’s stock, 20 eTIR guarantees expired as they were ordered but not used.

### ***Other interested countries***

The number of countries interested in taking part in the eTIR pilot is constantly growing. This brings potential for building solid intra-regional eTIR corridors between Central Asia (and in the future China) and the EU, Middle East and Europe, providing a strong basis for the further development of intermodal transport.



- **Ukraine and Turkey:** Customs Authorities of Ukraine and Turkey confirmed their intention to jointly participate in the eTIR pilot for intermodal transport between the countries. Negotiations are currently underway regarding the next concrete steps.
- **Other countries** that expressed their interest in participating in the eTIR pilot include: Moldova, Uzbekistan, Kyrgyzstan, Azerbaijan, Pakistan.